

No. 13,741.

號四廿月四年七零百九千一英

HONGKONG, WEDNESDAY, APRIL 24, 1907.

日二十月三年未丁

PRICE, \$3.00 Per Month

Intimations.

SPECIAL NOTICE.

GREAT NORTHERN STEAMSHIP COMPANY.

ST. PAUL, MINN., April 1, 1907.
EFFECTIVE this date, Mr. C. F. McWILLIAMS is appointed ACTING GENERAL AGENT, with Headquarters at YOKOHAMA, Japan, vice Mr. J. VAN BUREN, resigned.

HOWARD JAMES,
Vice-President,
GREAT NORTHERN S.S. Co.
B. CAMPBELL,
4th Vice-President,
GREAT NORTHERN S.S. Co.
Hongkong, April 23, 1907. 739

THE HONGKONG ELECTRIC CO., LIMITED.

NOTICE IS HEREBY GIVEN that the Undersigned Shares have this Day been declared FORFEITED in consequence of the NON-PAYMENT of the Final Call of \$5.00 per Share, which was made on the 15th day of September, 1905, and was payable on the 1st day of December, 1905, viz:-
Nos. 38451; 47648; 47551; 48010/48013—in all 9 Shares
By Order of the Board of Directors,
CHIEF, LIVINGSTON & CO.,
Agents.
Hongkong, April 23, 1907. 737

SITUATION WANTED.

DRUGGIST (N) desires permanent or temporary Employment. American. Apply to
Care of 'CHINA MAIL' Office.
Hongkong, April 23, 1907. 734

SITUATION WANTED.

AMERICAN, with Business Experience, desires POSITION. Apply to
Care of 'CHINA MAIL' Office.
Hongkong, April 23, 1907. 735

WANTED.

SECRETARY for the CANTON CLUB. Apply by letter, stating whether married or single, to the
CHAIRMAN.
Hongkong, April 22, 1907. 728

SITUATION WANTED.

ENGINEER desires POSITION with Firm in Hongkong, or Orient. Young Man, Single, and with American Experience. at BALTIMORE HOTEL after April 21.
W. J. SYKES.
Hongkong, April 19, 1907. 718

WANTED.

TWO BARMAIDS, able to speak German and English. Musical preferred; good wages and liberal outings to suitable persons. Apply in first instance to
Care of 'CHINA MAIL' Office.
Hongkong, April 18, 1907. 694

WANTED.

A COMPTROLLER, having business connections throughout the South of China and able to provide substantial Security consisting of landed property in Hongkong to the extent of 10% of the annual turnover. Good remuneration to suitable man. First-Class references from a Foreign Bank required. Apply by letter only in the first instance to
DENNIS & BOWLEY.
Hongkong, April 4, 1907. 827

NOTICE.

A. B. C. wishes to ARRANGE with One or Two Families who would take part of a most desirable house, fixed moderate terms.
Apply
Care of 'CHINA MAIL' Office.
Hongkong, April 19, 1907. 716

THE NETHERLANDS LEYD OF AMSTERDAM & BATAVIA.
FIRE AND MARINE INSURANCE COMPANY. THE Undersigned AGENTS for the above Company are prepared to ACCEPT RISKS at current rates.
LUTGENS, ELNSTEIN & Co.,
Agents.
Hongkong, January 1, 1907. 12

YUET-HAN RAILWAY COMPANY, LIMITED.
NOTICE.

THE Attention of the Public is drawn to Clause No. 26, of the YUET-HAN RAILWAY COMPANY'S Regulations:-
"This Company has been formed by Chinese Merchants who shall invite Chinese Subjects only to subscribe for Shares. The Railway shall be constructed by themselves. Foreigners are denied the privilege of subscribing for shares in the Company."
Chinese Subjects, who have been naturalized as Subjects of Foreign Countries, shall be recognized as Chinese Subjects by the Company and are allowed to subscribe. Such Shareholders shall be treated as Chinese Subjects and shall not claim the privileges of a Foreign Subject. Should they interfere in any way the Company is hereby empowered to cancel their shares and all interest and privileges with the Company shall be withdrawn from them."
CHEANG TO CHAI,
President of the
Yuet-Han Railway Company, Ltd.
Hongkong, April 16, 1907. 698

Business Notices.

THE PULSOMETER ENGINEERING CO., LD.

LONDON.
PULSOMETER
PUMPS
WATER-SOFTENING PLANTS
FOOL-PROOF ICE PLANTS.
SOLE AGENTS: W. S. BAILEY & CO.,
20, CUNNINGHAM ROAD.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.
s.s. HONAM, 2,383 tons, Captain H. D. Jones.
s.s. FOWAN, 2,383 tons, Captain W. A. Valentice.
s.s. FAYSHAN, 2,383 tons, Captain C. Lloyd.
s.s. KINGSAN, 1,993 tons, Captain E. Bruch.
s.s. EUNGSHAN, 1,993 tons, Captain R. D. Thomas.
Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), 10 p.m. (Saturday Excepted).
Departures from Canton to Hongkong daily at 8 a.m. and 5 p.m. (Sunday excepted).
The S.S. FOWAN will leave Hongkong every Monday, Wednesday and Friday, at 9 p.m. from Queen's Wharf, West, returning from Canton every Tuesday, Thursday and Saturday, at 5.30 p.m.
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

Hongkong-Macao Line.
s.s. SUTAN, 1,651 tons, Captain H. G. Granger.
s.s. SULTAI, 1,651 tons, Captain G. F. Morrison.
Departures from Hongkong to Macao on week days at 7.30 a.m. from Douglas Wharf and at 2 p.m. from the Company's Wharf. On Sundays Special Cheap Excursions, leaving Hongkong at 9 a.m. from Douglas Wharf and from Macao at 5 p.m. The Company also runs a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 1 p.m. from the Company's Wharf.
Departures from Macao to Hongkong on week days at 7.30 a.m. and 2 p.m.

Canton-Macao Line.
s.s. LUNGSHAN, 219 tons, Captain T. Hamilton.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 7.30 a.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 a.m.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE ISO-CHINA STEAM NAVIGATION COMPANY, LTD.
Canton-Wuchow Line.
s.s. SAINAM, 688 tons, Captain J. Wilton.
s.s. NANMING, 688 tons, Captain A. McKinnon (at Dock).
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m. and the other leaves Wuchow for Canton on the same days at 1.30 a.m. Round trips take about five days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HOTEL MANASTON, (First Floor), opposite the Hongkong Hotel.
Or of BUTTERFIELD & SWIRE.
Agents, CHINA NAVIGATION CO., LTD.

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY MEETING of the above Club will be held in the City Hall on FRIDAY, the 26th April, at 12.30 p.m.
By Order,
T. F. HOUGH,
Clerk of the Course.
Hongkong, April 12, 1907. 676

Hotels.

KING EDWARD HOTEL.

A HIGH-CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea Rooms, Private Bar and Billiard Rooms. Hot and Cold Water throughout. Electrically Lighted. Electric Fans (if required). Electric Passenger Elevator to each Floor. Table D'Hôte at Separate Tables.
TELEGRAPHIC ADDRESS: 'VICTORIA' Hongkong
For terms, &c., apply to the
MANAGER.

THE BEST BILLIARD TABLES

IN THE COLONY ARE AT
THE KOWLOON HOTEL,
CABLE ADDRESS 'CHEE' KOWLOON.

A High-class Tourist's Hotel under American Management. First-class Cuisine. Beautiful Garden.
Moderate Charges.
J. W. OSBORNE,
Proprietor and Manager. 135

VICTORIA HOTEL.

TELEGRAMS, VICTORIA, SHAMEN. SHAMEN, CANTON. ON THE BRITISH CONSUL. F. E. DE BEAUREPAIRE, Manager.

MACAO HOTEL.

TELEGRAMS, FARMER, MACAO. MACAO, CHINA. In the Centre of Praya Grand.

BOTH Hotels Electrically Lighted and under European Management. Every Comfort and Convenience for Residents and Tourists.
Wm. FARMER, Proprietor.
Capt. T. AUSTIN, Manager.

PATEL & CO., SHAMEN, CANTON.

GENERAL STOREKEEPERS,

WHOLESALE and RETAIL

DEALERS IN

WINE and SPIRITS.

Export and Import Merchants,

AND

Commission Agents.

STRAND HOTEL, TSINGTAU.

TELEG. ADDR.: CODES A.B.O. 'STRANDHOTEL' 5TH EDN.

OPEN FROM

1st of May, till End of October.

MODERATE PRICES.

CONCERTS TWICE A WEEK ON THE BEACH.

LAWN TENNIS.

EXCELLENT COUSINE AND WINES.

For Terms, apply to
F. OSTROW, Manager.
Hongkong, March 27, 1907. 70

CARLTON HOUSE HOTELS,

No. 8 and 10, Ice House Road.

EXCELLENT FURNISHED ROOMS.

COMFORT OF RESIDENTS AND THE COUSINE A SPECIALTY.

FOR TERMS, APPLY TO THE MANAGER. 804

A. LING & Co.

FURNITURE STORE

HAVE THIS DAY REMOVED TO

No. 19, QUEEN'S ROAD CENTRAL, (KORR AND KOMOR).

Hongkong, February 1, 1907. 222

SEE WOO

TAILOR, DRAPER AND OUTFITTER.

HAS REMOVED TO NEW PREMISES, 14, QUEEN'S ROAD CENTRAL, Hongkong, January 24, 1907. 118

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

BELL'S ASBESTOS

THE MOST RELIABLE PACKING MARINE ENGINES.

BEWARE OF IMITATIONS. SOLE MANUFACTURERS: BELL'S ASBESTOS CO., LD., LONDON.

LARGE STOCK OF PACKINGS, JOINTINGS, &c., ALWAYS IN HAND
OFFICE—6, DES VŒUX ROAD.

LANE, CRAWFORD & CO.

ANDERSON'S NAVY & ARMY REGULATION WATERPROOFS.

TROPICAL WATERPROOFS

\$18.50 TO \$30 EACH.

THE 'ZAMBRENE' SLIP ON COAT

LIGHT—STORMPROOF—POROUS.

LADIES' & GENTLEMEN'S 'REPELLUS' RAINCOATS.

GOLOSHES. UMBRELLAS.

LANE, CRAWFORD & Co.
Hongkong, April 19, 1907. 2040

THE HONGKONG HOTEL

UNRIVALLED FOR COMFORT AND CUISINE.

THEORETICALLY UP TO DATE WITH EVERY MODERN LUXURY.

MODERATE TERMS AND NO EXTRAS.
H. HAYNES, Manager.

MEE CHEUNG, ART PHOTOGRAPHER.

AMATEUR DEPARTMENT.

HAS received an entire New Stock of Plates, Films, Papers, Developing Powders, Toning and Fixing Baths, Printing Frames, Negative Boxes, Dark Room Lamps and Hair-over Mounts.
Hongkong, April 2, 1907. 1781

LOYD'S GREATER BRITAIN PUBLISHING CO., LTD.

PUBLICATIONS.

'TWENTIETH CENTURY IMPRESSIONS OF WESTERN AUSTRALIA'.

Under the immediate patronage of His Excellency Sir ARTHUR LAWLEY, K.C.M.G.

'TWENTIETH CENTURY IMPRESSIONS OF NANTAI'.

Under the immediate patronage of His Excellency Sir HENRY McCAULUM, K.C.M.G.

'TWENTIETH CENTURY IMPRESSIONS OF CEYLON'.

Under the immediate patronage of His Excellency Sir HENRY BLAKE, K.C.M.G.

'TWENTIETH CENTURY IMPRESSIONS OF THE STRAITS SETTLEMENTS'.

Under the immediate patronage of His Excellency Sir JOHN ASPERSON, K.C.M.G.

NOTICE.

'TWENTIETH CENTURY IMPRESSIONS OF HONGKONG'.

Being the FIFTH of the series of STANDARD DESCRIPTIVE and ENCYCLOPEDIA WORKS on the British Colonies, each containing from 3,000 to 4,000 Illustrations.

IMPORTANT.

The compilation of the above Works is not expected to commence till JUNE, 1907, when further notification will be given.

SOMERSET PLAYNE, Manager.
Hongkong, January 23, 1907. 205

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SOMERSET PLAYNE, Manager.
Hongkong, January 23, 1907. 205

SUMMER SEASON, 1907.

DIRECT CURRENT FANS.

REDUCED PRICES

12 inch DESK FAN, 3 speeds, swivel and trunnion frame, 65/80 volts or 95/115 volts..... @ 22.50

BATTERY FANS.

9 inch FANS with 4-cell Battery in Box, runs 150 hours with one Charge..... @ 60.00

Complete Set of Renewal Charges for same..... @ 12.00

Hongkong Electric Co., Ltd.

OFFICE: ST. GEORGE'S BUILDING.

Works: Wing Fung Street, Wanchai.
Hongkong, April 22, 1907. 588

CHEONG SHING.

JEWELLERS & EXPORTERS

DEALERS IN

VALUABLE CHINESE JADE STONE

GOLD-MOUNTED WARES

OF ALL KINDS.

Prices Very Moderate.

No. 39, QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, March 18, 1907. 589

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SOMERSET PLAYNE, Manager.
Hongkong, January 23, 1907. 205

Business Notices.

GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT

In Casks of 375 lbs. net, \$4.50 per Cask, ex Factory.

In Bags of 250 lbs. net, \$2.70 per Bag, ex Factory.

Shewan, Tomes & Co.,
GENERAL MANAGERS.

265

FAIRALL & CO.

7 & 9, Pedder Street.

ARE SHOWING ON

Monday, April 22nd

NEW SEASONS GOODS.

DRESS MATERIALS of Every Description.

TRIMMINGS, etc.

FASHIONABLE MILLINERY

LATEST MODES.

GLOVES IN ALL LENGTHS.

OCCIDENTAL HOTEL

HONGKONG.

A QUIET, COMFORTABLE, COOL and WELL-FURNISHED HOTEL for RESIDENTS and TOURISTS.

ELECTRIC LIGHT AND FANS THROUGHOUT.

To Let.

TO LET.

BUNGALOW (Furnished) at NEW TERRITORY, Kowloon. 4 Rooms, low rental.
BRANDFORD ARCADE, First Shop, Offices and Dwelling Rooms.
15, QUEEN'S ROAD CENTRAL, Top Floor (over Caldwell, Magregor & Co.) BELILIOS TERRACE HOUSES, Robinson Road.
"BARONDE" PEAK.
GLENWOOD, GARDEN ROAD, suitable for a Boarding House or Club, contains 26 Rooms. This property would be divided into 2 or more houses to suit tenants.
"CLOVELLY" PEAK ROAD (partially furnished).
No. 3, ALBANY, WESTBOURNE VILLA North, Bonham Road.
Large FURNISHED ROOM with Bath and Dressing-rooms, Kitchen, &c. Close to BANKER ROAD, Tram Station, Suitable for one or two bachelors.
Apply to
LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings,
Hongkong, April 12, 1907. 1716

TO LET.

FURNISHED HOUSE, at KOWLOON.
For particulars, apply to
G. P. LAMBERT,
Duddell Street,
Hongkong, April 22, 1907. 728

TO LET.

OFFICES in ALEXANDRA BUILDINGS.
Apply to
A. S. WATSON & CO., Ltd.,
Hongkong, April 22, 1907. 730

TO LET.

NO. 149, PEAK, MAGAZINE GAP. A 5-Roomed House. Low Rental.
Apply to
AHMEY RUMAHN,
2, Pedder Street,
Hongkong, April 20, 1907. 722

TO LET.

POSSESSION FROM 1ST APRIL NEXT.
SEMI-ATTACHED HOUSES, Nos. 120 and 130, MACDONNELL ROAD, Each with 7 Rooms, Bath Room, Kitchen, Servant's Quarters and Grass Tennis Court.
Apply to
CHUNG CHI NAM,
Yan On M. & F. Insurance Co., Ltd.,
Hongkong, March 1, 1907. 311

TO LET—(WELL FURNISHED).

BIRNBAE, CONDUT ROAD.
Bright roomed House—Billiard Room, with full-size Table, 3 Bath-rooms, Drying Room, Store-room and Pantry—Good Tennis Lawn, Electric Light and Bells, and a Telephone.
Apply to
"G. M. B.,
Care of "CHINA MAIL" Office,
Hongkong, March 19, 1907. 39

TO LET ON LEASE.

FROM 1ST JANUARY, 1907.
NOS. 8, 10, 12 AND 14, HOLLYWOOD ROAD.
Nos. 1, 2, 3, 4 and 5, SUN WAI LANE.
Apply to
ARKATON V. APCAR & CO.,
45 Wyndham Street,
Hongkong, October 24, 1906. 27

TO LET.

A HOUSE in WONG NEI CHONG ROAD.
OFFICES in KING'S BUILDING and YORK BUILDING.
GODOWNS on PRAYA EAST.
A HOUSE in OLIFTON GARDENS Conduit Road.
FLATS in MORETON TERRACE.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.,
Hongkong, April 1, 1907. 24

TO LET—AT THE PEAK.

A LARGE ROOM, partly furnished, Bath-room, and Servant's Quarters. Near the Tram.
Apply to
"G. M. B.,
Care of "CHINA MAIL" Office,
Hongkong, April 12, 1907. 300

TO LET.

NO. 8, STEWART TERRACE, Peak, from 1st May, 1907.
Apply to
"P. L.,
c/o NATIONAL BANK OF CHINA, Ltd.,
Hongkong, April 1, 1907. 587

TO LET.

TWO FOUR-ROOMED HOUSES, at PRAYA EAST, near East Point.
Apply to
JARDINE, MATHESON & CO.,
Hongkong, January 3, 1907. 18

TO LET.

TOP FLAT of "SEAVIEW," E. of KENNEDY ROAD, containing four airy Rooms, Bath-room, Kitchen and Gas.
Apply
Mrs. A., above Address.
Hongkong, April 18, 1907. 708

TO LET.

NO. 1, WEST END TERRACE, SHAM SHUI, CANTON.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.,
Hongkong, April 1, 1907. 19

TO LET.

A T. the Peak, from 1st April, FOUR-ROOMED FLAT, nearly completely furnished, with servants' quarters, &c.
Address
Care of "CHINA MAIL" Office,
Hongkong, March 6, 1907. 420

TO LET.

NO. 3, GRANVILLE AVENUE, Kowloon.
No. 1, EAST AVENUE, Kowloon.
Apply to
HUMPHREYS ESTATE & FINANCE CO., Ltd.,
Hongkong, March 27, 1907. 490



Hong Kong Agents for
Watson's Dundee Whisky (No. 10).
Watkins, Ltd., Apothecaries Hall, Hong Kong.

MIYAKO HOTEL,

KYOTO, JAPAN.

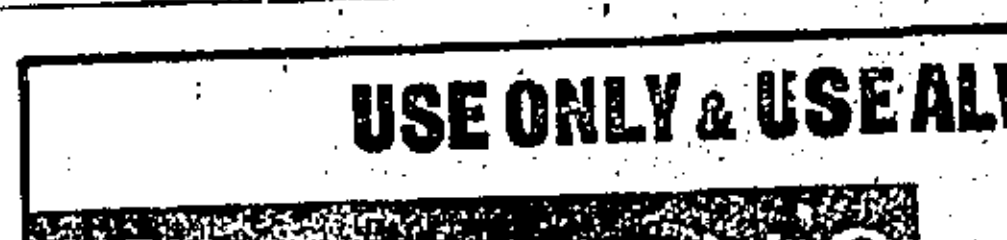
A NEW AND STRICTLY FIRST-CLASS HOTEL.

DINNEFORD'S

The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Bilious Affections.



Safe and most Effective Remedy for Regular Use.



A LUXURIOUS PERFUME IN HEALTH.

A NECESSARY RESTORATIVE IN SICKNESS.

Far Superior to the German Kinds.

EAU DE COLOGNE

TAKE

HOLLOWAY'S

PILLS

For Indigestion, Heartburn, Biliousness, Jaundice, and all Complaints of the Liver and Kidneys.

THEY ARE INVALUABLE

FOR THE USE OF FEMALES.

Manufactured only at 78, New Oxford Street, London. Sold by all Chemists and Medicine Vendors.

To Let.

TO LET.
SUMMER HOUSE, MOUNT KELLY, the Peak, partially furnished—possession from 1st April, 1907. Low Rent.
Apply to
PERCY SMITH & SETH,
5, Queen's Road Central,
Hongkong, March 7, 1907. 430

TO LET.

TO LET.
2ND FLOOR, No. 12, QUEEN'S ROAD CENTRAL.
GREENCROFT, GARDEN ROAD, Kowloon, Redecorated, Electric Light, Tennis Court.
Apply to
FAIRVIEW, ROBINSON ROAD, Kowloon, from March 1st.
Apply to
LEIGH & ORANGE,
1, Des Voeux Road,
Hongkong, February 19, 1907. 25

TO LET.

TO LET.
HARPERVILLE, GARDEN ROAD, 6 Rooms with Tennis Court and detached Servants' Quarters. Possession from 1st Jan., 1907.
Apply to
PERCY SMITH & SETH,
Accountants, Auditors, &c.,
5, QUEEN'S ROAD CENTRAL,
Hongkong, January 19, 1906. 21

TO LET.

TO LET—FURNISHED.
LEWKNOR, No. 116, PEAK, the Property of Mr. M. W. SLADE, from this date to end of September.
Apply to
GILMAN & CO.,
Hongkong, April 10, 1907. 188

TO LET.

TO BE LET FURNISHED—'SLEMISH'.
NO. 101, MOUNT GOUGH, The Peak. From April next.
Apply to
J. HASTINGS,
88, Queen's Road Central,
Hongkong, February 8, 1907. 269

TO LET.

TO LET.
'QUARNDON' the Peak, from 1st May. Fully furnished or unfurnished. Apply, by letter, to R. HEMMINGS, c/o HOKOKO HOTEL, Hongkong, April 2, 1907. 613

TO LET.

TO LET.
NO. 2, HOLLYWOOD ROAD.
51, POTTINGER STREET. Immediate Possession.
Apply to
ARKATON V. APCAR & CO.,
45, Wyndham Street,
Hongkong, April 4, 1907. 589

MANCHURIA'S RAILROADS.

Tokyo, April 16.
An agreement signed on Monday at Peking stipulates for the joint laying of the Kirin-Changchun Railway; for the purchase by China of the Heiminmuk-Mukden Railway; and for the investment of Japanese capital in that railway East of the Liachow.

The purchase price of the Heiminmuk-Mukden railway is Yen 1,000,000. Half the capital of the Heiminmuk-Mukden and Changchun-Kirin railways will be borrowed from the South Manchuria Railway Company. The term of the loan for the Heiminmuk railway will be eighteen years, and of the Changchun Railway twenty years, and the amounts will be unrepayable until the full expiration of these terms. The chief engineers and accountants are to be Japanese, who will have full responsibility for the line.

Industrial critics here point out the possibility that China may herself construct railways which are not specially mentioned in the convention without reference to the South Manchuria Railway Company inasmuch as such a contingency was not fore-shadowed by the Kwantung Treaty of Peking.—N. O. Daily News.

A MILLIONAIRE'S SUICIDE.

Careful Preparations.

About ten days ago our Tokyo correspondent wired an announcement that Enjiro Hirayama, a Yokohama millionaire, had committed suicide. We take the following from a Kobe exchange:—

Remarkably conflicting accounts continue to be given of the circumstances surrounding the tragic death of Mr. Enjiro Hirayama, the young Yokohama millionaire. The latest statement is given by the Japan Times as follows:—On the 3rd inst., Mr. Enjiro Hirayama arrived at Bepu in Bungo province, Kiushu, and the next day saw him at Nakatsu, in the neighbourhood of Yabakoi Valley, whence he wired his intention to commit suicide to his home at Yokohama. On the following morning he visited the superb scenery of Yabakoi Valley in a kuruma and put up at an inn called Kuniya. That evening he went out for a walk, apparently to find a place favourable for carrying out his intentions, and after some time he returned to the inn to pass the night. About 2 a.m. of the following day, he stole out of the inn and entered a wood some 5 or 6 ccho away, where he committed suicide by hanging himself from the branch of a tree with a shigoki. An empty brandy bottle was found lying near. He left behind him a sum of money amounting to ¥2000, a gold watch, and two trunks at the inn.

Another report says that Mr. Hirayama had attempted to throw himself off the steamer when on his way to Kiushu.

Indignation against the House of Lords caused one Radical speaker, Mr. Silas Hocking, last month to make remarks about "autidiluvian fossils, who breathe an atmosphere in which freedom could not live." The breathing fossil is certainly a specimen that should be added to the Natural History Museum without delay. But Mr. Hocking's resources of mixed metaphor were by no means exhausted by that effort. Presently he was picturing "The Parliament of the people" as "Samson shorn of his locks by that antiquated menagerie" the House of Lords.

LABUAN COAL.

THE LABUAN COALFIELDS COMPANY, LTD., are now prepared to bunker Steamers at LABUAN, with Good Fresh Quality LABUAN COAL, double screened and straight from the Mines. For further particulars, apply to
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His Britannic Majesty's Ships on the China Station.

Name	Class	Tons	Gun.	H.P.	Captain	Launched
Astraea	despatch vessel	1700	18	3000	Comdr. E. La T. Leatham	Japan
Bedford	cruiser, 2nd class	4350	10	9000	Captain S. L. Vaughan Lee	Shanghai
Brinsford	cruiser, 1st class	8700	—	—	Lieut. Comdr. Davidson	Hankow
Britannia	river gunboat	710	2	900	Lieut. Comdr. Bamber	Yokohama
Cadmus	river gunboat	710	2	900	Comdr. D. L. Majendri	Philippines
Cherub	shop	1070	8	1400	Comdr. O. D. S. Raikes	Hongkong
Clara	water tank and tug	1070	8	1400	Lieut. Comdr. Gresson	Amoy
Clara	torpedo boat destroyer	4350	10	7000	Lieut. Comdr. W. H. Darwell	Amoy
Clara	cruiser, 2nd class	275	6	4000	Lieut. Comdr. Dickens	Hongkong
Clara	torpedo boat destroyer	275	6	4000	Capt. Do Horsey	Hongkong
Clara	cruiser, 1st class	9000	14	22,000	Capt. Cecil F. Thursty, R.N.	Hongkong
Clara	river gunboat	618	4	1200	Lt. Comdr. Crabtree	Amoy
Clara	cruiser, 1st class	9800	2	600	Capt. A. J. Tuke	Amoy
Clara	river gunboat	180	2	6300	Lieut. Comdr. J. Kiddle	Amoy
Clara	torpedo boat destroyer	86	2	240	Lt. Comdr. C. C. Walcott	Amoy
Clara	river gunboat	86	2	240	Lt. Comdr. Tiekell	Amoy
Clara	river gunboat	86	2	240	Lt. Comdr. Tennison	Amoy
Clara	torpedo boat destroyer	250	6	6500	Commodore Williams	Amoy
Clara	receiving ship	4680	8	800	Lt. Comdr. Gifford	Amoy
Clara	river gunboat	180	2	900	Lieut. Comdr. West	Amoy
Clara	river gunboat	710	2	900	Lieut. Comdr. Stevenson	Amoy
Clara	torpedo boat destroyer	325	6	6300	Comdr. R. W. Gienale	Amoy
Clara	river gunboat	630	—	460	Lieut. Comdr. Cox	Amoy
Clara	river gunboat	360	6	5900	Lt. Comdr. G. B. Spicer-Simson	Amoy
Clara	river gunboat	195	2	800	Lieut. Comdr. Tidd	Amoy
Clara	river gunboat	195	2	800	Lieut. Comdr. H. E. Knox	Amoy
Clara	river gunboat	195	2	800		

* Flag of Vice-Admiral Sir W. Arthur Moore, Commander-in-Chief.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Description.	Tons.	Guns.	H. P.	Captain.	
Kaiser Franz Joseph I	Austro-Hungarian cruiser	4350	19	8000	Capt. Wilhelm Pacher	Hongkong
Acheron	French armoured cruiser	1798	10	1700	Lieut. Parrot	Haitong
Adour	French receiving-ship	3000	—	—	Lieut. Merle	Batavia
Alger	French cruiser	—	—	—	Capt. Fournier	Saigon
Albatros	French gunboat	153	—	600	Commander Kerihuel	Cape St. James
Argus	French gunboat	153	—	600	Lieut. Jeannel	Canton
Carondelet	French gunboat	445	10	1000	Lieut. Hine	Saigon
Comedore	French gunboat	11,242	14	5600	Capt. Tracou	Hongkong
D'Entrecasteaux	French cruiser	3955	14	5600	Comdr. Amet	Kiukiang
Descartes	French cruiser	10,114	18	20,000	Lieut. Coquelin	Saigon
Dupetit-Thouars	French armoured cruiser	—	—	—	Lieut. Garreau	Hongkong
Euryclon	French sub-marine	303	7	6300	Lieut. Saint-Sains	Saigon
Francisque	French destroyer	350	7	308	Captain Ridoix	Saigon
Frédéric	French destroyer	3576	88	20,500	Lieut. Porter	Saigon
Gueydon	French cruiser	9700	—	—	Lieut. Corleau	Saigon
Guichen	French cruiser	9700	—	—	Comdr. Sagot-Durand	Saigon
Heud Riviere	French gunboat	200	6	308	Comdr. Simon	Saigon
Jacquin	French gunboat	200	6	308	Capt. Armbruster	Saigon
Javeline	French gunboat	1260	6	2500	Lieut. de Chemin	Saigon
Kersaint	French sub-marine	307	7	6300	Capt. Griller	Saigon
L'Yves	French gunboat	200	6	308	Lieut. Lavieville	Tongku
*Montcalm	French gunboat	200	6	308	Lieut. de Rainsel Warth	Hongkong
Mosquet	French torpedo-boat	380	7	300	Lieut. Glorion	Saigon
Olry	French sub-marine	307	7	6300	Lt. Vincent de Brichignan	Saigon
Pallas	French torpedo-boat	380	7	300	Reserve	Saigon
Piedestal	French battleship	9437	8	6071	Lieut. Labell	Hongkong
Portes	French destroyer	1786	10	1700	Capt. Dupriez	Saigon
Rapier	French gunboat	250	6	—	Capt. Teigequin	Saigon
Redoutable	French gunboat	6150	23	4500	Lieut. Bragnon	Hongkong
Sabre	French gunboat	123	7	500	Captain Wilken	Kiatschou
Sfax	French gunboat	10,690	28	14,000	Comdr. Kisel	Tsingtau
Tahiti	German flag-ship	900	10	1300	Comdr. Count von P. Wehner	Tsingtau
Takama	German gunboat	900	10	1300	Comdr. von Rotthach Panthen	Tsingtau
Takou	German gunboat	900	10	1300	Capt. Hölzel	Bangkok
Tan	German gunboat	900	10	1300	Capt. Wiedel	Saigon
Tar	German gunboat	900	10	1300	Lieut. Kasse	Tsingtau
Taou	German gunboat	900	10	1300	Comdr. von Koss	Saigon
Taou	German gunboat	900	10	1300	Capt. Lieut. Fort oh	Canton River
Taou	German gunboat	900	10	1300	Capt. Lieut. Toppaint	Yangtze River
Taou	German gunboat	900	10	1300	Lieut. Alfr. Fischer	Yangtze River
Taou	German gunboat	900	10	1300	Capt. Marone	Saigon
Taou	German gunboat	900	10	1300	Captain Borea Noci	Shanghai
Taou	German gunboat	900	10	1300	Capt. Pescetto	Shanghai
Taou	German gunboat	900	10	1300	Baron de Saint Pierre	Hongkong
Taou	German gunboat	900	10	1300	Captain d'Armas Ribeiro	Hongkong
Taou	German gunboat	900	10	1300	Capt. Medeiros	Philippines
Taou	German gunboat	900	10	1300	Ensign A. K. Shoup	Japan
Taou	German gunboat	900	10	1300	Lieut. Woodcock	Manila
Taou	German gunboat	900	10	1300	Capt. Sargant	Hongkong
Taou	German gunboat	900	10	1300	Lieut. Irwin	Canton
Taou	German gunboat	900	10	1300	Ensign Guy Willott	Manila
Taou	German gunboat	900	10	1300	Comdr. Alfr. Sharp	Manila
Taou	German gunboat	900	10	1300	Lieut. R. P. Joseph	Manila
Taou	German gunboat	900	10	1300	Comdr. J. M. Robinson	Manila
Taou	German gunboat	900	10	1300	Capt. S. Staunton	Manila
Taou	German gunboat	900	10	1300	Comdr. C. J. Bush	Manila
Taou	German gunboat	900	10	1300	Reserve	Manila
Taou	German gunboat	900	10	1300	Reserve	Manila
Taou	German gunboat	900	10	1300	Lt. Comdr. H. Rodman	Manila
Taou	German gunboat	900	10	1300	Capt. T. O. McLean	Manila
Taou	German gunboat	900	10	1300	Capt. R. R. Ingersoll	Manila
Taou	German gunboat	900	10	1300	Comdr. W. R. Coffin	Manila
Taou	German gunboat	900	10	1300	Captain Logan	Manila
Taou	German gunboat	900	10	1300	Ensign J. W. Hayward	Manila
Taou	German gunboat	900	10	1300	Ensign A. B. Reed	Manila
Taou	German gunboat	900	10	1300	Comdr. Steadahl	Manila
Taou	German gunboat	900	10	1300	Lieut. C. O. Train	Manila
Taou	German gunboat	900	10	1300	Comdr. J. C. Gilmore	Manila
Taou	German gunboat	900	10	1300	Capt. R. F. Fletcher	Manila
Taou	German gunboat	900	10	1300	Capt. Arnold	Manila
Taou	German gunboat	900	10	1300	Lieut. F. L. Pinner	Manila
Taou	German gunboat	900	10	1300	Comdr. W. L. Rodgers	Manila
Taou	German gunboat	900	10	1300	Captain Franklin J. Drake	Manila

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Hongkong, April 12, 1907. 680

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ORIENT.

By J. A. L.

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Hongkong, April 13, 1907.

BIRTH.

LANE.—On the 24th April, 1907, at No. 3 Des Vaux Villas, The Park, the wife of E. O. GOWNEY LANE, of a Daughter.

MEMOS FOR TOMORROW.

Meeting.

12.30 p.m.—Meeting of Hongkong Out-
ton Spinnings Weaving and Printing
Co., Ltd., at Messrs Jardine, Matheson
& Co.'s Office.

Miscellaneous.

Transfer Books of the Hongkong Electric
Co., Ltd., from this date to 8th
May inclusive.

General Memoranda.

FRIDAY, April 26.—
11 a.m.—Auction of Household Furni-
ture, at No. 9, Knutsford Terrace,
Kowloon.
1.45 p.m.—Auction of Household Furni-
ture, &c., at No. 1, Park View, Ly-
ceton Road.
12.30 p.m.—Meeting of Hongkong Jockey
Club at City Hall.
1.30 p.m.—Meeting of Yangtze Fur-
nace Association, Ltd., at Head Office,
Shanghai.

SATURDAY, April 27.—

Noon—Meeting of China-Borneo Co.,
Ltd., at City Office.
12.30 p.m.—Meeting of Canton Insurance
Office, Ltd., at Messrs Jardine, Matheson
& Co.'s Office.
12.45 p.m.—Meeting of Hongkong Fire
Insurance Co., Ltd., at Messrs Jardine,
Matheson & Co.'s Office.
2.30 p.m.—Auction of Household Furni-
ture, &c., at 'Glenhurst', No. 13,
Madison Road.

MONDAY, April 29.—

1.45 p.m.—Auction of Household Furni-
ture, at No. 4, Observatory Villas,
Kowloon.
8 p.m.—Auction of Crown Land at the
Public Works Department's Office.
Goods per Malacca undelivered after 4
p.m. this date will be landed.
Goods per Laroon undelivered after this
date subject to rent.

TUESDAY, April 30.—

Goods per Laroon undelivered after this
date subject to rent.

WEDNESDAY, May 1.—

1.30 p.m.—Auction of Household Furni-
ture, at Fairview, No. 1, Robinson
Road.

WEDNESDAY, May 8.—

Noon—Meeting of Hongkong Electric
Co., Ltd., at City Office.

SATURDAY, June 29.—

Noon—Meeting of the National Bank of
China, Ltd., at the Bank Premises.

The China Mail

HONGKONG, WEDNESDAY, APRIL 24, 1907.

CREMATING ABANDONED BODIES.

It was with pleasure we published
yesterday the letter from a Chinese cor-
respondent in regard to some remarks
we made in reference to Mr Lau Chu-
pak's minute on the proposal that
bodies of Chinese found dumped in
the street should be cremated. We
say with pleasure because we were
sincerely desirous of hearing both
sides of the question. Invariably we
have maintained that the prejudices
and traditions of the Chinese should
be respected so far as is possible con-
sistently with the preservation of public
safety. Where, however, the well-
being, not only of the foreign com-
munity but of the Chinese themselves,
demands some action which is repug-
nant to the Chinese we think that such
action should be taken. Over-
crowding is a case in point. From
time immemorial the Chinese have
been in the habit of cramming a much
larger number of people into a dwelling
than we think safe or desirable. But
we have charged that and we think
that our correspondent will admit that
the change has been for the better.
No doubt the susceptibilities of many
of the Chinese have been offended
by the regulations which interfere
to some extent with their domestic
arrangements, but they have benefited
materially. That fact seems to have
been overlooked by our correspondent.
Underlying the whole of his argument is
seems to be the belief that the sanitary
regulations enforced to give malicious
pleasure to the authorities. That this
is really the case might be believed by
a few ill-informed Chinese of the lower
class, but we decline to believe that our
correspondent subscribes to any idea
so preposterous. Let us not be mis-
taken. We would strongly oppose any
regulations which showed callous and
unnecessary disregard for the feelings of
our Chinese fellow citizens. If, for
instance, a proposal were made that
the bodies of every person, foreign or
Chinese, who died of an infectious
disease should be cremated we would
insist it to the utmost, not because it
is unwise in itself, but because it
would certainly be utterly repugnant

to the greater portion of the popula-
tion. But the regulations which exist
are not unnecessarily cruel. It may
be that they are administered harshly—
our correspondent when he begins to
support his argument with facts gives
instances. Perhaps though, and the
point is an interesting one, it will be
remarked that the charge of inhumanity
is laid principally against the Chinese
sanitary employees, who presumably
hold similar religious views and are
acquainted with the same traditions
and customs, as the Chinese whose
houses they have to cleanse.
Let it be granted that the adminis-
tration of the regulations is sometimes
harsh. What then? We are told that
much unnecessary pain and trouble is
given by the operations of the sanitary
employees when they are called in to
cleanse an infected house. To avoid
pain and trouble the Chinese commit
an act which our correspondent likens
to wife murder, that is they throw
their dead into the streets. Then, be-
cause dead bodies cannot in a British
Colony be left lying around in the
thoroughfares and it is proposed to get
rid of them in the easiest and
simplest way, by cremation, we are
told that the Chinese think
British administration is cruel and
unsympathetic and we are warned
that the prosperity of the Colony is at
stake. Our chief objection to the
outcry against cremation is unanswered.
We repeat that to save themselves from
temporary pain and trouble the Chinese
heave their dead like carrion into the
street to be, perhaps, defiled by dogs.
The choice is offered to the Chinese.
Endure temporary pain and trouble
and retain your dead to give them
those last tributes of respect and affec-
tion which are their due, or save your-
selves the temporary pain and trouble
and dishonour your dead. All the
sophistry in the world cannot explain
away the fact that when their comfort
comes into conflict with their reverence
for tradition these Chinese of whom
we write show no hesitation in conserv-
ing the former at the expense of the
latter. We firmly believe that gentle-
men like our correspondent and Mr
Lau Chu-pak are honestly in earnest,
but we can only say once more that
the only way to secure respect from
foreigners for Chinese customs and
traditions is to induce the Chinese
themselves to show respect for them.

Immediately upon the publication
of some comments on Manila yesterday
comes "Dunn's International Review"
with a lengthy illustrated article on
"What America is doing in the Philip-
pines." The writer sets out in glowing
terms the real progress that has been
made since the American occupation
in remodeling Manila. They have
undoubtedly done much. Streets that
were cobble stones with horse tram
cars, are now paved with the latest
electric cars, the harbor is hav-
ing millions of dollars spent upon it,
the old city moat is being drained and
filled, and generally the city is being
converted into a better place to live
in. All they want is that first-class
hotel. In addition to the material
improvements in the Islands generally
the writer says that already many
tangible and important things have
been accomplished for the social
betterment of the Filipinos themselves,
and he takes the Americans in the
Islands to task for not bearing their
burden with better grace. "There
has been too much of a tendency
to rest the claim of the Philippines
on a better tariff adjustment with the
United States, not upon the equity of
their case, but upon the ground of
generous sympathy with a feeble sup-
pliant. There has been altogether too
much use of the plea of 'hard times'
in the petitions coming from the Is-
lands. It has been echoed so much
in the United States that it has come
to be accepted that the islands are
practically bankrupt. Instead of serv-
ing the cause of the Philippines, this
appeal has prejudiced it, both by lend-
ing plausibility to the claim of certain
ever-ready oracles that American
government in the islands is a
failure, and by frightening away
capital and retarding business develop-

ment because tending to confirm the
view that the Philippines are a 'bad
investment.' So far as the writer is
concerned he declares the islands to be
"better off" than ever before in
history, and goes into statistics to
prove it.

LOCAL AND COAST NEWS.

We have received from Messrs.
Shewan, Tomes & Co. the Record of the
Yunnan Fund Insurance Company in the
San Francisco Disaster of April 18-21,
1906.

It is reported that General Aeng Shan,
the present Commander-in-Chief of the
Peiyang Army, has abolished foreign-style
uniforms and saluting in his command, and
has reverted to the old Manchu customs.

The dispute between a Japanese fishing
Company in Luotung and the Chinese
fishing guild in Kuiping, is expected to
result in diplomatic negotiations. The
authorities concerned are now investigating
the matter.

The Chinese Government on April 18
paid over fifty-five thousand taels (7) to
the British Minister, at Peking, being the
second instalment of the Tibetan
indemnity. The third instalment is to be
paid towards the end of this year.

The Board of Agriculture and
Commerce at Peking has instructed
Viceroys and Governors that they should
make investigation into the various mines
in the provinces and make minute reports
so as to prevent foreign aggression on
them.

Wong Yau, manager of the Wong San
Kai shop in Kowloon, was married accord-
ing to Chinese custom some years ago, and
at the commencement of 1906, having suc-
ceeded in obtaining the consent of another
woman, went before the Registrar General
and was married by the English rites,
concealing the fact that he was already
married. When the facts came to light,
as they did quite recently, Wong found
himself in trouble, and he was taken before
Mr F. A. Hasland at the Magistrate's
court with making a false declaration.
The case was adjourned, bail in the sum
of \$250 being allowed.

A Street Fight.

Two cool-carriers had a dispute yester-
day with regard to eight cents which was
alleged one owed the other. The dispute
culminated in a fight, in which one of
them was struck by a bamboo carrying
pole, and sustained a severe wound on the
head. He was conveyed to the hospital
and his assailant was taken to the police
court, where he was fined \$3 by Mr F. A.
Hasland. He pleaded that the injured
man broke his own head.

Band at King Edward Hotel.

By kind permission of Lt.-Col. Price
D.S.O., and Officers, the Band of the
129th Duke of Connaught's Own Baluchis
will play the following programme of
music, at the above Hotel, during dinner,
on Thursday, 25th April, 1907, (weather
permitting):—
March "Navahe" Alstyne
Overture "Le Macon" Aubert
Valse "The Choristers" Phelps
Selection "The Orchid" Caryll
Choronic Solo "Le Chateau
The Mill in the Black Forest" Elenberg
Selection "Veronique" Messager
Gavotte "Eunice" Perdue
GOD SAVE THE KING.

THE "SCARLET MYSTERIES."

Society Entertainers from

London.

The Theatre Royal is to be occupied
shortly by the "Scarlet Mysteries," a
mysterious but well known company of
Society Entertainers from London who are
touring under the direction of Mr Edward
Brancombe, whose name is associated with
the successes of the Westminster Glee and
Concert Party. This company number
seven performers, all of whom not only
enjoy English reputations but claim in-
dividually to excel in some "speciality."
The performances given are musical,
and of a humorous character throughout,
and include varied selections of choruses
with action, and dances, songs both
comic and romantic, burlesques in
costume, funny dialogues, sentimental and
serious male quartets, comic melodies and
dances. These alert entertainers promise
to provide a bright and cheerful program-
me, carried through in spirited fashion,
making fast and furious fun without the
introduction of any element of vulgarity.
By adopting these lines they have been
able to secure the patronage not only of
the ordinary theatre goer, but to also
attract from both clergy and laity.
Referring to these performances, we quote
the following from a London paper:—
"The entertainment was one of the
best and most artistic, albeit at the same
time the happiest I have attended. For
years it was carried through without a
break in the gayest spirit, so that the
audience were quite carried out of them-
selves for the time being. Songs—all
eminently required—follow one another in
rapid succession, the concerted numbers
with action and dance were excellent,
banjo brevités and comic melodies accom-
panied by jolly and quick lightning
sketches, diverging burlesques not to men-
tioned, constituted an entertainment
which afforded one of the most delightful
methods of passing the evening which could
be devised."
Shaugh and Tinsant papers gave most
eloquent reports of the company's per-
formances. The Robinson Piano Co. have
arrangements in hand.

THE SUBSIDIARY COIN

EVIL.

A Suggested Remedy.

A correspondent writes us on the ques-
tion of the debated subsidiary coin
current in the Colony, of which we wrote
the other day.

He writes in the following terms:—
"The China Mail asked the other night
what remedy could be suggested for the
subsidiary coin trouble. As regards the
Chinese coins a simple prohibition to utter
them followed by the threat of a fine would
stop the Chinese from importing them, and
as regards the British coin, the Govern-
ment could restore them to their true value
by merely making them redeemable at par
without calling them in.

"There would be no rush on the Treas-
ury, as no doubt the Government fear, as
confidence would be at once restored and
no-one would want to change his coins for
dollar any more than we do when we get
a Hongkong bank note (which we know is
redeemable at par) instead of dollars.
"A few would come back at first, no
doubt as Chinese people would want to
prove the fact, but the bulk would have
more sense and would keep their coins for
their requirements.

"I see no necessity at all for a new
coin or to call the old ones in. All that is
wanted is to make the present ones re-
deemable at the Treasury at par."

SOCIAL AND PERSONAL.

Admiral Sal, of the Imperial Chinese
Navy, has been summoned North by the
Admiralty Board to discuss the reconstruc-
tion of the Chinese Navy.

The Officers, N. C. O.'s and men of the
Shanghai Volunteer Corps entertained Mr
H. Keywick, late commander of the In-
fantry Battalion S.V.C. to a complimentary
dinner at the Palace Hotel on April 20.

Mr Alfred Marnham, formerly editor of
the Shanghai Times, and a short story
writer of considerable note, has sailed for
Chenamp. Mr Marnham will take over
the editorship of the China Daily News
from Mr Ernest Bell who, it is likely,
contemplates returning to England on a
vacation.

The great influx of Missionaries and
others to Shanghai to take part in the
Centenary Conference about to be held in
says the N. C. Daily News, taking the
seating accommodation of various places
of worship to the utmost. To relieve the
situation somewhat arrangements were
made to hold a service in the Hall of the
China Inland Mission, Woosung Road, last
Sunday.

King Alfonso must be pleased at the
form taken by the wedding gift of English
ladies to Queen Victoria Eugenie. What
to give the Royal couple must have worried
many a courtly head. The idea of a
marble bust was certainly very original
and very pleasing. The bust is 34in. in
height, and is a delightful likeness of the
young Spanish Queen. Mr Conrad Dressler
was the sculptor, and the presentation of
the gift to the Spanish Ambassador took
place at an At Home at the Duchess of
Rutland's house. Forty ladies who knew
the young Queen as a girl subscribed for
the bust. Sculptors complain badly of the
times at the present moment. This gift
idea may mean some briskness in their
art.—P. T. O.

A very interesting engagement is that
which has been just announced of Sir
Henry Norman, M.P., for Wolverhampton,
and Miss Priscilla (Fay) McLaren, younger
daughter of Sir Charles and Lady McLaren,
of 43, Belgrave Square, and Bodnant,
North Wales. Miss McLaren is a grand-
niece of John Bright on her father's side;
her grandfather on her mother's side was
member of Parliament for Staffordshire;
her father, Sir Charles, is at the moment
member for one of the divisions of Leicestershire;
while her brother is assistant secre-
tary to the President of the Board of
Trade. Political on all sides, then, are
Miss McLaren's connections. She is a
very bright, intelligent girl, with a well-
balanced mind, which divides itself in
interest in books, music, and politics. Sir
Henry Norman is known to everyone as
one of the most prominent writers and
journalists of the day. His "Real Japan"
is one of the most reliable and entertain-
ing books that have been written about that
country. Three years ago he made a big
and new departure in the newspaper world
with his magazine, "The World's Work,"
in which he gave a hint-a-eye view of the
scientific and social progress of the world.

Exchange.

The downward tendency of exchange
seems to have been checked. For the past
week the quotation has been steadily
rising and to-day 2s. 1 1/2d. was reached—
the highest for the month.

RHEUMATIC PAINS RELIEVED.

No one need now suffer the agonizing
pains of sciatic and acute rheuma-
tism, as quick relief may be had by apply-
ing Chamberlain's Pain Balm. This fact
has been clearly demonstrated in many
thousands of cases. This liniment relieves
the pain in a moment and is restorative
which is alone worth many times its cost.
Many have been permanently cured of
rheumatism by the use of this liniment.
For sale by all chemists and druggists.

BY TELEGRAPH.

THE PEKING SYNDICATE.

Sir John Jordan Protests.

(From Our Correspondent.)

SHANGHAI, April 22.

Sir John Jordan has informed the Waiwupu that, owing to the opposition of the Shansi gentry to the Peking Syndicate the latter body has suffered considerable loss.

Sir John asks that an indemnity be granted them to recoup themselves.

Tang Shao Yi has wired to the Governor of Shansi to arrange a friendly settlement.

MANCHURIA'S VICEROY.

Appointment Creates Excitement.

(From a Correspondent.)

TOKYO, April 21.

The appointment of Hsu Shih Chang to the Viceroyship of Manchuria has aroused great excitement here.

It is expected that the Japanese Government will shortly appoint a specially qualified official to act as their representative in Mukden.

THE MONGOLIA.

Refloated Yesterday.

(From Our Correspondent.)

Kobe, April 21.

The Pacific Mail steamer "Mongolia" was refloated yesterday and proceeded on her voyage.

The accident occurred through the "Mongolia" endeavouring to avoid a collision with a sailing vessel.

(Mr. S. Silverstone, Agent for the Pacific Mail Steamship Company, received a telegram yesterday evening in answer to his inquiries reporting that the "Mongolia" had been refloated early in the morning and had proceeded to Kobe. The vessel was undamaged.)

LABOUR TROUBLES.

Arsenal Workmen Anxious.

(Exclusive Service, supplied by Reuters, via Bombay.)

LONDON, April 23.

A body of workmen—numbering 4000—from the Woolwich Arsenal marched to Westminster last night and a deputation waited upon Sir Henry Campbell-Bannerman demanding that steps be taken to prevent the further decrease of employment in the Arsenal.

FIRE AT TOLON.

Arsenal in Danger.

(Exclusive Service, supplied by Reuters, via Bombay.)

LONDON, April 23.

A serious fire has broken out in the Arsenal at Toulon.

[REUTERS SERVICE.]

FRANCE AND MOROCCO.

LONDON, April 22.

The Standard states that the Sultan of Morocco has agreed to all the French demands presented on the 23rd ult.

TROUBLE IN CAIRO.

LONDON, April 22.

The correspondent of the Standard at Cairo wires that a train strike there has led to serious rioting; the cars while running, were attacked by the lower classes, and much damage done.

The British troops have been ordered to be in readiness, and will patrol the streets to-day.

LATER.

Reuters' correspondent in Cairo wires that there has been no car strike, only a strike of the cabdrivers, which is now ended.

The cabdrivers assisted the rabble to wreck the tramways.

THE STRAITS LOAN.

LONDON, April 22.

The Straits loan, referred to on the 20th inst., has been issued in the form of five year Bonds, convertible at the option of the holders at any time during currency of the Straits 3½% interest stock.

The issue price is 99.

Shareholders of the Dock Co. will have preferential allotment.

JAPANESE AT GIBRALTAR.

LONDON, April 22.

The Japanese fleet is being fed at Gibraltar, and hospitalities exchanged.

SPORTING.

Athletics.

LONG-DISTANCE SPORTS.

The Lusitano Football Club has presented a silver cup and a silver cigarette case as prizes for the open 220 yards flat race at the Lusitano Athletic Sports, to be held on May 4. These prizes will be on view to-morrow at Messrs Wang King's, Queen's Road.

The Portuguese community have responded well to the invitation to donate prizes and the Committee now have a fine assortment, given by Mr. A. G. Romano (Consul for Portugal), Mr. J. J. Leiria (Vice-Consul), Messrs Barreto and Company, Jorge and Company, Soares and Company, Alvares and Company, Cruz, Basto and Company, H. Cruz and Company and many others.

Lawn Tennis.

THE TOURNAMENTS.

Taking advantage of the break in the unfavourable weather, yesterday, three tennis matches were played on the Hong-kong Cricket Ground, as follows:—

PROFESSIONAL PAIRS (Second Round): Messrs A. R. Phelps and Dr. Atkinson beat Messrs G. E. Morrell and R. D. Atkinson, 6-1, 7-5.

SINGLE HANDICAP (B Class): Second Round: Mr. S. E. Green (owns 20) beat Mr. W. A. Dowley (scr.), Mr. J. P. F. Jockl (scr. 3/6) beat Mr. A. R. Sutherland (owns 15/4).

Matches fixed are:—

THURSDAY.
Double Handicap (Second Round), Messrs R. and H. Hancock v. Messrs Dupre and Murphy.

SATURDAY.
Championship (Second Round), Mr. W. Gibson v. Lt. Satterthwaite; Mr. H. Hancock v. Mr. H. Pinckney.

SINGLE HANDICAP (A). Second Round, Mr. L. N. Murphy v. P. H. Klimanek.
Double Handicap (Second Round), Messrs A. O. Lang and F. C. Kendall v. Messrs A. R. Sutherland and H. A. Lammer.

THEIR FATHER'S DEBTS.

Sons Endeavour to Escape Liability.

"I thought I was liable for my father's debts; that is why I signed the guarantee," said Yu Wui Cheung in the Summary Jurisdiction of the Supreme Court this morning. The case was one in which Chan Yun Po sued Yu Wui Cheung, Yu Ngai Cheung and Yu Chun Cheung for \$936.32, principal and interest due in respect to money lent to the Kwong Cheung Hong Lai Koo and Yu Pui Lai, repayment of which was guaranteed by the defendants.

Mr. E. J. Grist appeared for the plaintiff and Mr. H. Hursthouse for the defendant. Yu Wui Cheung; the other two defendants were not present, having left the Colony.

According to the story told by Mr. Grist's client the money was lent to defendants' father in February, 1904, at which time the three sons signed the promissory note as guarantors. In August, 1906, after Yu Pui Lai had died, Yu Ngai Cheung repaid \$220 of the principal, interest having been paid previously.

Mr. Hursthouse cross-examined Chan Yun Po closely as to when the guarantors signed the note, contending that they did so in 1906, after the death of their father and after the estate had been realised and the proceeds divided between the creditors.

Plaintiff did not remember exactly what happened on that occasion, though he was certain defendants signed the note in 1904, but on Mr. Hursthouse producing a deed of composition signed by plaintiff the latter said he signed it without reading it. In the deed the following sentence occurred:—"We brothers are willing to make notes of indebtedness," which Mr. Hursthouse argued indicated that they had not then guaranteed.

Yu Wui Cheung gave evidence, admitted signing the guarantee in August, 1906, and used the remark with which this report opens.

Consideration, or rather the lack of it, formed the subject of Mr. Hursthouse's plea for verdict for his client. There was no consideration at all, he argued.

Mr. Grist contended that the acceptance of the composition did not remove the liability from defendants, and on the score of consideration argued that if defendants had not signed the note the money would not have been lent.

The Puisne Judge (His Honour Mr. A. G. Wise) gave judgment for the plaintiff with costs, remarking there was no such natural affection between Chinese and their parents and holding that there was good consideration. He advised Yu Wui Cheung to get his brothers back from the country to pay off the debt.

THE CHAMPION TYPIST.

The Petit Journal gives an interesting account of a competition for the typewriting championship of France. It took place at Paris, and there were 101 competitors, male and female, representing French towns. Each competitor was attended by a friend to dictate; and for four hours they faced against each other, the machines, it is said, making a noise like that of a hundred hailstorms beating against the glass of a conservatory.

At the end of the first hour, Madame Revert, of Bordeaux, was leading; at the end of the second hour M. Perez, secretary of the Bordeaux Chamber of Commerce, had passed her; but Madame Revert recovered her lead shortly afterwards, and ultimately won the match with 2,000 words to spare. In the four hours she had written 18,000 words—an average rate of about seventy words a minute.

THE WUCHOW OUTRAGE.

Trouble Over Foreshores.

(From Our Correspondent.)

WUHOW, April 18.

Some days ago I telegraphed you regarding the unwarranted assault upon Mr. Hugh Arthur, the representative here of Messrs Jardine, Matheson and Co. From what I can learn the affair is, from the Chinese point of view, the outcome of a long-standing grievance. When Wuhow was opened to foreign trade, firms amongst whom were Messrs Jardine, Matheson and Co., acquired foreshore and mooring rights, but Messrs Jardine, Matheson and Co. have their area on somewhat different conditions from others. It is usual when acquiring foreshore to take the lot on the river front, too, but this was not done in the case in question owing to a temple being there, and as a Chinese palatine floating office—in connection with the water police—has been moored on the allotment for some years, the Chinese have come to believe that Messrs Jardine, Matheson and Co. have no legal rights to it. Some years ago there was trouble over the same thing, and the people became angry and seized the Magistrate, and this recent affair has been caused by the belief that Messrs Jardine, Matheson and Co.'s agent has been trying to impose upon the Chinese. The palatine in question has charge of all the native craft passing to and from the port, and also has the duty of commanding the craft for the conveyance of troops. The palatine has never sought permission to anchor where it is, and in order to avert a claim being made that it has a right to anchor there, Mr. Arthur, I believe, on many occasions endeavoured to get the Chinese authorities to ask for permission to anchor there instead of doing so and ignoring those who hold the deeds for the foreshore. The palatine actually has no official standing and it is feared out by the Magistrate, who, at present, has a brother in charge. Several times there has been trouble between the people on the palatine and Messrs Jardine, Matheson and Co.'s boats, and it recently resulted in Mr. Arthur being obliged to disconnect the plank connection with the shore in order to assert the authority of his firm.

I understand that the Chinese took no notice of this as a demonstration of right—rather they attributed the action to impertinence, and when Mr. Arthur, who speaks the language thoroughly, went on board to make a verbal protest they assaulted him, endeavoured to bind him, and struck him viciously. Some wished to tie him up and take him to the Magistrate, others wanted to throw him in the river, but somehow he managed to escape to a police post and was there insulted by the Magistrate.

This brings the matter to a crisis, and either Messrs Jardine, Matheson and Co. are to be acknowledged owners of the foreshore in question or they are to be ignored in the future. The growth of Wuhow has now demonstrated the fact that there is not enough foreshore to spare. Any new firms arriving will have to go without it, and this disability sometimes goes so impressed itself upon the Customs authorities that they endeavoured to obtain the right to shift piers whenever they believed it necessary. It would, of course, have been unfair to those who have established piers and acquired foreshore rights if this privilege had been granted, but it was not granted there is a certain amount of restriction of trade.

So far as the Sheng-hong pai which is anchored on Messrs Jardine, Matheson and Co.'s property is concerned it would lose money if it shifted, and whilst those on board can bluff their way they will remain there. In their present position they deal with the craft coming and going in two rivers. It is questionable whether they have any right to be within the limits of the treaty port, but if they shifted away they would miss the boats travelling by the Fu-ho, and realising that they are not going to move until made to do so.

This attitude, or the tolerance of it, is dangerous, inasmuch as it threatens the rights of every foreign firm who holds foreshore on the river. The Chinese are slow to forget some things, and they are likely to take advantage wherever any is to be seized. If the palatine in question is not shifted there is bound to be trouble in the future and it is to be hoped that those responsible will be forced to make the amends honourable to Mr. Arthur and also recognise that whilst they are moored at their present position they are allowed there only on sufferance.

COMPENSATION TO THE PEKING SYNDICATE.

The Waiwupu has been notified by Sir J. Jordan, British Minister to Peking, to the effect that, in consequence of the great opposition raised by the natives of Shansi against the working of coal, iron, and other mineral resources in that Province by the Peking Syndicate, the British concessionaire shall be compelled to claim suitable money compensation from the Chinese Government for covering their loss every day, so that the sum will be increased if the dispute cannot be settled between the two parties as early as possible. In reply, H.E. Tang Shao-yi promises to wire to Governor En Shou at Taiyuan advising him to bring the case to a speedy conclusion.—Non-sequit.

CHAMBERLAIN'S COUGH REMEDY.

THIS is a medicine of great worth and merit. Try it when you have a cough or cold and you are certain to be pleased with the quick relief which it affords. It is pleasant to take and can always be depended upon. For sale by all chemists and stockholders.

TOKYO MARINE INSURANCE COMPANY.

The following is a digest of the report presented to the shareholders at the Forty-seventh Ordinary General Meeting held at the Office of the Company, on April 5. Profit and Loss Account, 1906, and former years. The Balance in hand on this Account at the beginning of the year was Yen 3,059,989.131; during the year the total Disbursements have amounted to Yen 880,530.621. The Directors recommend the payment of a Dividend of Three yen per Share or 24% of this Account, which will absorb Yen 180,000.000 and that the Balance of Yen 3,000,158.610 be carried forward.

WORKING ACCOUNT, 1906. The Net Premium for the year amount to Yen 1,692,456.873, against which Net Claims and Losses have been settled aggregating Yen 315,169.380; the Expenses amount to Yen 185,003.724. There therefore remains a Balance of Yen 1,181,893.289, to which has to be added Interest, &c., of Yen 369,548.559.

SURPLUS. The Funds in Hand in excess of Capital stand at Yen 4,821,620.258.

AMOI.

(From Our Correspondent.)

Amoy residents are exceptionally alive just now, a further proof of which is furnished by the inauguration on Saturday evening last, the 20th inst., of a Feeding Club. As many as 30 young men have already joined, and it bids fair to be a success.

MUNICIPAL AFFAIRS.

The contract for the building of Municipal Offices and a Gaol, &c., has been obtained by a well-known builder on Kulangsu, who has already put up a number of good houses, and is also at present engaged in the building of houses for Mr. H. F. Rankin and Mr. H. J. P. Anderson, Masters of the Anglo-Chinese College on Kulangsu. The site chosen is a very valuable one, in the very centre of the island, and the plans show a very fine block of buildings, which when completed will be a welcome addition to the architectural features of the island. The contract is for 12 months, though it is perhaps a pity to have begun building just at the commencement of the rainy season. It may be, too, that the long six months drought, now ended, may be followed by an unusually wet summer, which may make the erection of the buildings in the prescribed time somewhat difficult. The plans include all that seems necessary for carrying on the jurisdiction of the island: a courtroom, waiting rooms, Secretary's Office, rooms for Chinese Interpreters, Common rooms for the Sikh and Mahomedan Sergeants and policemen, living quarters upstairs for the Secretary to the Council and Superintendent of Police, a well appointed Gaol with all the very latest sanitary improvements, good quarters for the policemen, and good servants' quarters and kitchen.

SHANGHAI CONFERENCE.

The Missionary Conference in Shanghai which begins on Thursday April 25th has claimed a good many Missionaries from this port and from up-country stations. The chief difficulty has been in obtaining steamers to travel by. Some have gone via Foochow, while others have had to go to Swatow, in the hope of finding accommodation on steamers direct from that port. Whether it is the need of carrying rice to the Central China famine, or the absence of cargo to and from Amoy, or some other "unknown" cause, the fact remains that we have had remarkably few steamers from here to Shanghai, just at a time when passages were most wanted. Many who would like to have gone have been debarred from doing so, owing to the depleted state of the Mission staff at this time. The Chinese Churches are however taking a great interest in the Conference, and many references have been made both in the Services as well as in papers and periodicals to the fact that it is just a hundred years since Dr. Morrison was the first Protestant Missionary to the Chinese, came out to Canton. A special United Service is to be held on Sunday next, the 28th inst., on what may be called "Conference Sunday," in the largest Chinese Church on Kulangsu, when addresses will be given on Dr. Morrison's life and labours. It is sure to be well-attended, as the Chinese Christians always are glad to gather together to make the most of "Historic Occasions."

A CHINESE CHRISTIAN'S WEDDING.

I have just returned from the wedding of a young Christian Chinaman, conducted in the Hokington Church on Kulangsu by the Rev. J. Macgregor, and attended by a large audience, chiefly from the various Mission Schools in Amoy and Kulangsu. Some features about it, however, show how Young China is advancing. The bridegroom led his bride from her father's house, up the aisle of the Church to the altar, which was played on the organ by a Chinese lady, herself a bride about a few weeks back. Special hymns were sung by the school boys, and the church bell was rung in honour of the event. The bridegroom is the son of a Chinese Pastor who died of plague a few years ago, and the bride is the daughter of a deacon and now a preacher in the Chiang Ching district.

WEATHER AT LAST.

We have now had copious rains for three days and nights, and no sign of cessation as yet. They have come only just in time to save the spring rice crop, at least for the major part of the Amoy plainland, which for months has been full again, well as replenished, and as for the rivers, some are already in flood. Perhaps we shall have an unusually wet summer as compensation for six months drought. When is typhoon No. 2?

The S.S. "Agamemnon" left here on 21st inst. carrying 200 Chinese coolies on board for the Straits—a substantial haul!

SHANGHAI IN PARAGRAPHS.

(From our Correspondent.)

SHANGHAI, April 19.

The Shanghai Yacht Club is very proud of itself the day and its members in their jaunty blue uniforms, brass buttons, and peaked caps have cast their noses very high, for they sail under the Blue Ensign and no longer smart under the epithet of purely local. They are now a unit of His Majesty's Fleet and it is up to them to see that Shanghai does not rank last in the doings of yachting clubs who may be in incorporated in the big Fleet, which is scattered well nigh over the globe. Our Club is well aware of all this and determined properly to celebrate the inauguration. The R. & O. kindly lent their flagstaff on the Bund and this was enclosed with masting as to form a good sized pavilion in which to accommodate the guests assembled to assist in the honours of the occasion. The little fleet of yachts—I must confess they boast of no great numbers—bobbed and ducked as though in enthusiastic excitement and owners kept a loving-eye on them during the momentous proceedings. Miss Warren had kindly consented to perform the duty of breaking the new flag and as she lightly pulled at the halliards the beautiful new Blue Ensign sailed gaily out on the wind, barely showing up the effective badge allotted to the Shanghai Yacht Club—a golden oval in which in bold relief stands a blue dragon and a deep red sun.

We have humbly and thankfully given in to the superior knowledge of the Mixed Court authorities and only too readily own ourselves in the wrong. The abolition of the cangue has been a great mistake and we welcome its re-installation. The native does not at all mind confinement in a nice clean prison where he has no anxiety at all as to whether he will have sufficient food for the day. He does not in the slightest refrain from committing assault or robbery when in return he is given such gentle treatment, but he does not like to lose face before his brothers. That is a fact which is very apparent when we noticed the slanted faces of the Chinese who were being paraded round the streets this week with the hated cangue round their necks. We only hope the bamboo punishment will be once more in force because after all that is the punishment they most object to and the fear of it is a powerful preventive of crime.

The question of the lekin on cattle has arisen again. It may be remembered that some time ago the Chinese Government granted an Italian Company the right to farm the lekin on cattle imported into the Settlement, but on representations from the Consular Body the order was cancelled and the Company dissolved, but native greed took fire when it saw the immense profits this Italian Company were reaping and now, by what manner of means it is not yet apparent, they have gained the permission of the Chinese Government to form a similar Company. It is certain we cannot permit this monstrous extortion by a handful of Chinese and on receipt of an official notification of its existence from the Municipal Council, the Consular body have addressed a letter to the Italian calling for the immediate suppression of the Company. Although the former increase on the tax was abolished the native bachelors never brought down the price of meat to its former rate and already they are talking of putting it up still further. Increased charges would be out of all proportion to the cost and it will be as well for the Chinese to understand we have not the slightest intention of submitting to their pretty little game of squeeze.

The Wai-Wu-pu is a strange body and it is difficult always to follow its reasonings. Why should they be willing to compensate foreign residents for damage incurred to their property during the Mixed Court riots while they refuse to make good any loss suffered by the Municipal Council? Individually we are not going to grumble the Council is only a neuter noun—but we live our own life and feel any personal grievance and so it is hardly likely we shall make any strong protest about the slight to poor Kungbooc. Indeed the slight to poor Kungbooc is just what the Wai-Wu-pu's notification to Sir John N. Jordan was distinguished by its courtesy and a desire to please and from it we argue the Chinese authorities are more friendly disposed towards the English than towards the Germans, else why should they decidedly refuse to pay the indemnity of seventy thousand taels demanded by the German Minister. Surely no-one would accuse our dear German brothers of a horrid greed or a wish to defraud the Chinese! No, perish the thought, it must be a vagary of these queer yellow friends of ours.

Will your much beloved Observatory at Hongkong kindly take note that the Rev. Fathers of Sioneville have once more correctly noted an earthquake. This time the upheaval was in far off Mexico, occurring on April 14th. On the 16th the Fathers notified that a severe earthquake must have taken place some long way off and the next morning the papers contained fuller particulars of what, allowing for differences of time, must have been the same shock. We do not wish to rub it in, Hongkong, because that is the last thing the Fathers would have us do, but please ask the gentleman with the pen at your Observatory to be sure of his facts the next time he belittles the work of another Observatory.

This little paragraph will be of more interest to women folk so here is timely warning. Year by year, pay, almost month by month, the servant question in Shanghai is becoming increasingly difficult and the housekeeper who manages to keep and the house for the space of one year is regarded as a marvel. In order to do so, she must overlook many failings and then count herself lucky that the gentleman has consented to remain with her. The explanation of the difficulty with boys is easy and unfortunately very apparent. Chinese belonging to a really respectable class no longer consider household work for a foreigner good employment. They now seem to understand the subservient position of foreign domestics and the men who some years ago would have discharged the duties of a boy faithfully and thoroughly, now, with a good smattering of the three R's, are themselves out as office boys and only acquit themselves indifferently well. Perhaps the 'emie may be said with the cocks, and so it happens that the good order of our homes is given into the hands of men who have no idea of cleanliness, honesty or management; men of no class, with none of the dignity which undoubtedly does surround decently reared Chinamen, and we suffer immensely. The coolies will not obey low-class men, they cannot be expected thoroughly to understand Western ideas of method and cleanliness and their superiors cannot control their ever doubtful actions. They have realised the advantages they cause us and with it independence has grown. They are here to-day and gone to-morrow and I can vouch for the cook who took his mistress on trial for a fortnight. I suppose before long we may expect the Chinese Government to pass an Act for the Protection of Domestic Servants on the same lines as the new Act which is stirring so much feeling at home.

We are always horribly grieved when charges of cruelty are brought against foreign policemen and, therefore, it would be well to remember how serious such a charge is before it is made. A case is now engaging the attention of the British Police Court Magistrate to which the above, if we may be allowed to say so, is applicable. An engaging gentleman of the name of Chavanne brought action against Sergeant McQuillan and Detective Reeves inasmuch as he declared they handled him with unseemly roughness on the occasion of a disturbance at the house in which he had been drinking. He naively told the Magistrate that he and his friend had been amusing themselves, principally, it would seem, with fifteen bottles of beer. It is not yet explained why the "Missis" of the house blew the police whistle, or why the complaint was only allowed to drink in the cookhouse. Perhaps it was his resentment of this slight which emboldened him against the world and the unkindly grasp of the police may have been interpreted by him as unseemly cruelty, but it yet remains to be seen if and doubtless the constables will smile at the charge.

BY WHARF AND WAVE.

H. M. flagship "King Alfred" arrived at Yokohama yesterday and the dispatch vessel "Alacrity" at Kobe.

Judgment was given on April 13 by H.B.M. Supreme Court sitting in Admiralty at Tientsin, in the collision case of the owner of the lighter "Hsien-shan" v. the steamer "Kueichow." The Court found for the defendants with costs.

The new N. K. K. river steamer "Yoh Yang Maru" arrived at Shanghai from Japan about April 16, and from a casual look she is certainly an acquisition to the already large fleet now trading on the Yangtze. The vessel, which is of 3,900 tons, and has a speed of fifteen knots, was built by the Kawasaki Dock-yard and Engineering Co.

As to the raising of sunken or exploded ships at the entrance or within the harbour of Port Arthur during the Russo-Japanese war, those at the entrance have been assigned for the first period of the work, and those within the harbour to the second period. The operation on the former by few contractors proved very disappointing; the Yohko-maru and two or three insignificant vessels only were raised before the expiry of the term on January 15. Fifteen other Japanese and foreign vessels were still left untouched at the entrance. The Japanese naval authorities have now decided to put the work under their direct supervision with the service to be engaged from other skilled contractors. The raising of those ships within the harbour has been contracted for entirely by a Russian firm, which is to start operations towards the end of April, says the Tokyo correspondent of the N. C. Daily News.

KIAOCHOW.

The official annual report of the German territory of Kiaochow has been published. It dwells upon the steady progress of the development of the colony which realises all hopes entertained. It states furthermore that the Government and the commercial corporations are working well together. The income of the colony has increased by thirty-seven per cent. Shipping shows an increase of 66,000 tons registered. The Shantung Railroad most lavishly influences the development of the hinterland. Foreign nations are taking growing interest in the evolution of the colony. The Government has no intention to take its own steps in the question of coinage, good results being expected from the issue of bank notes by the Deutsche Asiatische Bank. The publication of a law code for the colony is prepared. The relations of the Kiaochow Government to the Chinese Officials are good.—Ostasiatische Lloyd.

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Per Annum, \$7; Per half year, \$4; Per quarter, \$2.25.

RAILWAYS IN KWANGSI.

The Waiwupu has wired to the Viceroy Chou Fu at Canton, advising him to take note that, according to arrangements made between the French Ministers to Peking and the construction of railways in Kwangsi Province is to be undertaken with French and Chinese funds. As Mr. Sage has now been informed by the French Consul at Canton that some wealthy natives of Kwangtung and Kwangsi are planning the building of lines in the latter Province with Chinese capital, the Minister reminds the Chinese Government of the necessity of consulting the Paris Government previous to granting the concession any railway concession in Kwangsi, especially those lines in the vicinity of the French leased territory of Kwangchowwan.

INCAUTIOUS FRUIT EATING.

BOWEL complaint is always more or less prevalent during the fruit season and as an attack is liable to come on without warning, it is best to keep a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy in the home. This medicine is well known for its prompt cure and may times serious illness be avoided by having it at hand when needed. For sale by all druggists and storekeepers.

Shipping.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

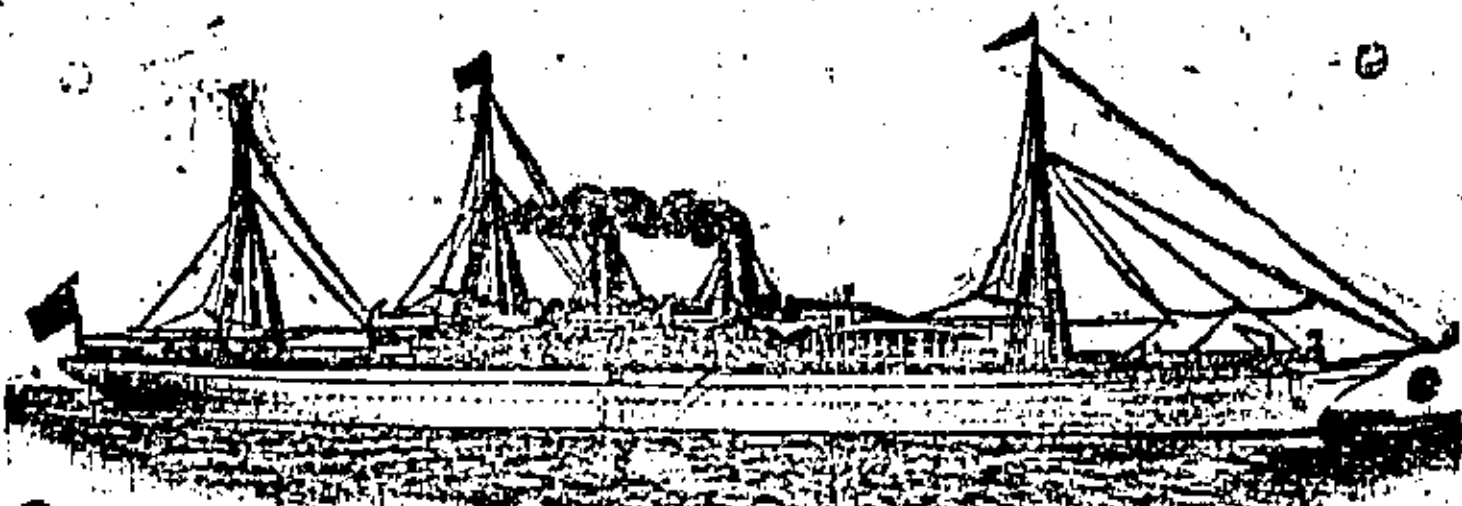
WILL dispatch VESSELS to the Undermentioned PORTS on or about the

DATES indicated—

STAMEN	TO SAIL ON	REMARKS
SHANGHAI, NAGASAKI, MOJI, KOBE AND YOKOHAMA	NORE About 27th April	Freight and Passengers
SHANGHAI	DEVANHA About 3rd May	Freight and Passengers
LONDON, via Suez	ARCADIA May	See Special Advertisement
MARSHALLS, LONDON AND ANTWERP	SUMATRA About 8th May	Freight and Passengers

F. A. HEWITT, Superintendent

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



LUXURY—SPEED—PUNCTUALITY.

The only line that maintains a Regular Schedule Service of 11 Days across the Pacific is the 'EMPERESS LINE'. SAVING 5 TO 10 DAYS OCEAN TRAVEL.

11 DAYS YOKOHAMA TO VANCOUVER. 18 DAYS HONGKONG TO VANCOUVER.

R.M.S.	Proposed Sailings.	Leave Hongkong	Arrive Vancouver
EMPERESS OF INDIA	8882 Tons	Wednesday, May 1	May 25
EMPERESS OF JAPAN	8800 Tons	Thursday, May 2	May 26
EMPERESS OF CHINA	8800 Tons	Friday, May 3	May 27
EMPERESS OF AUSTRALIA	8800 Tons	Saturday, May 4	May 28
EMPERESS OF AFRICA	8800 Tons	Sunday, May 5	May 29
EMPERESS OF AMERICA	8800 Tons	Monday, May 6	May 30
EMPERESS OF EUROPE	8800 Tons	Tuesday, May 7	May 31
EMPERESS OF ASIA	8800 Tons	Wednesday, May 8	June 1
EMPERESS OF OCEANIA	8800 Tons	Thursday, May 9	June 2
EMPERESS OF AUSTRALIA	8800 Tons	Friday, May 10	June 3
EMPERESS OF AFRICA	8800 Tons	Saturday, May 11	June 4
EMPERESS OF AMERICA	8800 Tons	Sunday, May 12	June 5
EMPERESS OF EUROPE	8800 Tons	Monday, May 13	June 6
EMPERESS OF ASIA	8800 Tons	Tuesday, May 14	June 7
EMPERESS OF OCEANIA	8800 Tons	Wednesday, May 15	June 8

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, MOJI, KOBE, YOKOHAMA AND VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express and at Quebec with the Company's new passenger 'EMPERESS' Steamships, 14,500 tons register. The through ticket to Liverpool being 22 1/2 days from Yokohama, and 29 1/2 days from Hongkong.

R.M.S. MONTAGUE, TARTAR AND ATHENIAN carry INTERMEDIATE Passengers only at intermediate rates, affording superior accommodation for that class. Passengers booked through to all points and AROUND THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information Maps, Routes, Handbooks, Rates of Freight and Passage apply to

D. W. CRADDOCK, General Traffic Agent for China.

CORNER PEDDER STREET AND PRAY, Opposite Biske Pier.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	Sailing Dates.
MARSHALLS, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID.....	SANUKI MARU, Capt. S. J. G. Parsons, Tons 6112	Wednesday, 1st May, at Daylight.
VICTORIA, B.O., SEATTLE, WASH., via SHANGHAI, MOJI, KOBE & YOKOHAMA.....	TAMBA MARU, Capt. O. H. Bator, Tons 6134	Wednesday, 15th May, at Daylight.
SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.....	KAGA MARU, Capt. F. E. Cope, Tons 6900	Tuesday, 30th April, at 4 p.m.
KOBE AND YOKOHAMA.....	TOSA MARU, Capt. K. Kato, Tons 6823	Tuesday, 14th May, at 4 p.m.
BOMBAY, via SINGAPORE AND COLOMBO.....	NIKKO MARU, Capt. E. W. Howell, Tons 6539	Friday, 17th May, at Noon.
BOMBAY, via SINGAPORE, PENANG, MADRAS AND COLOMBO.....	KUMANO MARU, Capt. N. Matheson, Tons 5076	Friday, 14th June, at Noon.
SHANGHAI & JAPAN.....	HITACHI MARU, Capt. Wm. Townsend, Tons 6780	Saturday, 4th May, a.m.
	TOTOMI MARU, Capt. A. Roth, Tons 3418	Thursday, 25th April.
	MIKE MARU, Capt. F. W. Eaton, Tons 3364	Saturday, 4th May.
	COLOMBO MARU, Capt. K. Hanna, Tons 4709	Friday, 3rd May.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern Railway and Atlantic Steamship Lines for all points in Great Britain and on the Continent. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

A. S. MIHARA, Manager.

GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamships

MINNESOTA - DAKOTA

25,000 TONS

BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG

AND SEATTLE, U. S. A.

Sailing Dates Subject to Change.

'MINNESOTA', Captain O. F. AHN, On SATURDAY, 11th May, at Noon.

Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.

LUXURIOUS PASSENGER ACCOMMODATIONS—Suites and Staterooms (all outside rooms). Music room, Library, Smoking room, Nursery, Laundry, Telephone, etc.

Trans-Pacific Cable passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

For convenience of coastwise cable passengers return tickets are interchangeable with regular mail lines between Japan, China and Hong Kong.

For full information regarding freight and passage apply to

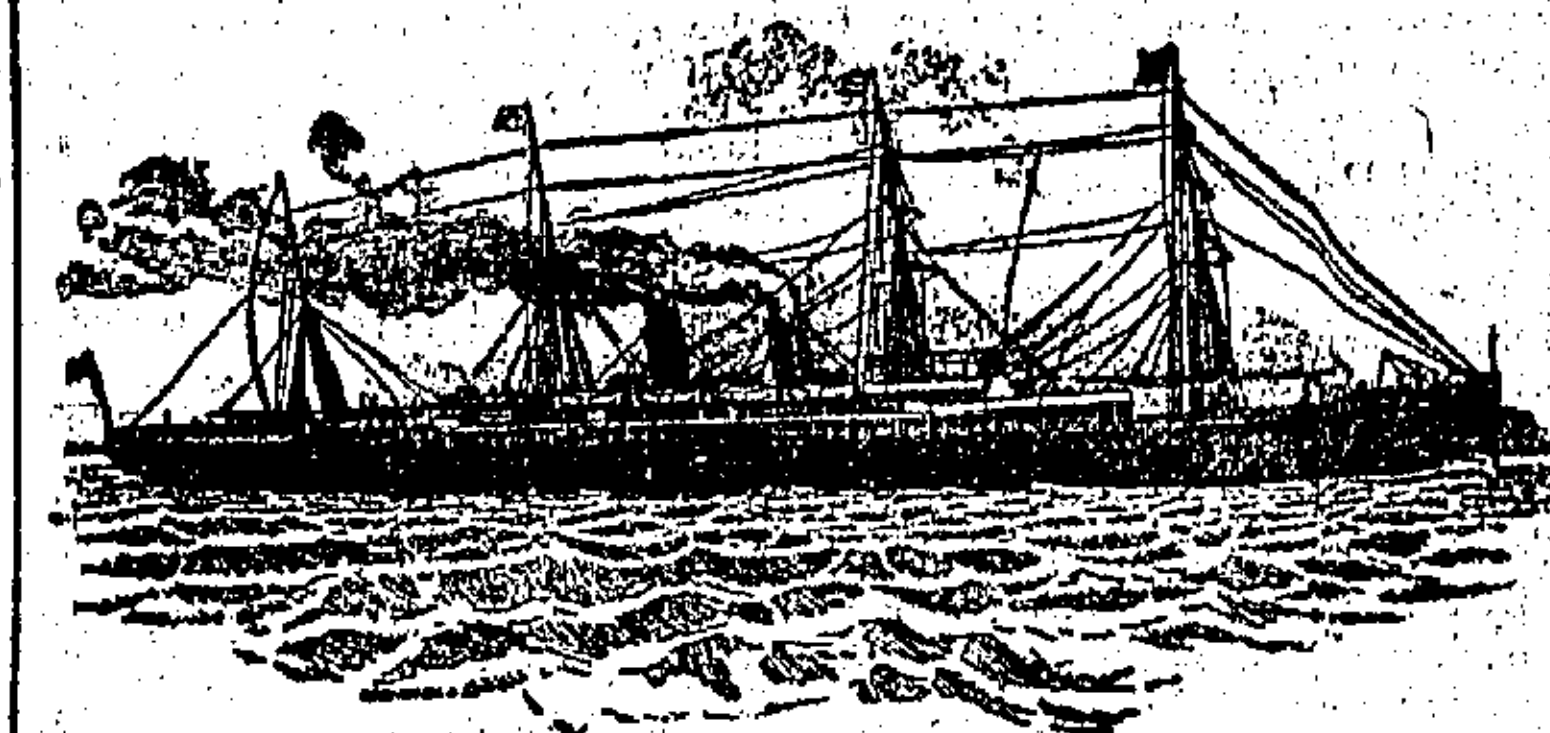
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VIA HONOLULU.
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SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via Honolulu, or Oahu, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS.	SAILING DATES.
DORIO	9,500 Gross Tons. SATURDAY, 4th May, at Noon.
OPTIMO	9,000 " SATURDAY, 11th May, at Noon.
HONGKONG MARU	11,000 " SATURDAY, 18th May, at Noon.
KOREA	18,000 " SATURDAY, 1st June, at Noon.
AMERICA MARU	11,000 " TUESDAY, 11th June, at Noon.
SIBERIA	11,000 " TUESDAY, 18th June, at Noon.
CHINA	11,000 " TUESDAY, 25th June, at Noon.
MOX GOLA	11,000 " TUESDAY, 2nd July, at Noon.
NIPPON MARU	11,000 " TUESDAY, 9th July, at Noon.
DORIO	9,000 " SATURDAY, 20th July, at Noon.

RECORD FAST TRIPS.

Yokohama to San Francisco, s.s. KOREA, 18,000 tons. September 15-27th 1906: 10 days, 11 hours and 5 minutes.

San Francisco to Honolulu, s.s. SIBERIA, 18,000 tons. August 16th-20th, 1905: 4 days, 19 hours.

San Francisco to Yokohama, s.s. SIBERIA, calling at Midway Island and Honolulu en-route, August 16th-31st, 1905, 13 days, 13 hours.

Yokohama to San Francisco, s.s. SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1905: 10 days, 10 hours and 28 minutes.

THE O. & O. Steamship DORIO will be despatched from Hongkong to SAN FRANCISCO, via SHANGHAI, NAGASAKI, (INLAND SEA), KOBE, YOKOHAMA AND HONOLULU, on SATURDAY, the 4th May, 1907, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

PORTLAND & ASIATIC S.S. CO.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, PORTLAND, OREGON, OREGON RAILROAD & NAVIGATION CO.

Operating in CONNECTION with the OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP. TONS. CAPTAIN. TO SAIL ON.

SOMANTIA 4371. FREIGHTMAN Tuesday, April 23, at Noon.

ARABIA 4483. MEZZENTH Monday, May 13.

ALGERIA 4370. G. MEINER Wednesday, June 12.

ALUMEDIA 4370. G. MEINER Monday, June 23.

ARAGONIA 5198. FREIGHTMAN Monday, July 15.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Agent.

CHINA NAVIGATION CO., LD.

FOR

CHEFOO

CHEFOO & NEWHONGWANG

YUNFAN April 25, Daylight.

QIU & LOLO April 25, at 4 p.m.

LAIPHONG April 25, at 10 a.m.

SHANGHAI April 26, at 4 p.m.

CHINKIANG May 1, at 3 p.m.

MANILA, ZAMBANGA, PT. DARWIN, THURSDAY ISLAND, COOKTOWN, CHINA, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE May 2, at 4 p.m.

CHIEFOO AND NEWHONGWANG Kwei Yang May 7, at 4 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table.

A duly qualified Surgeon is carried.

† Taking Cargo on Through Bills of Lading to all Yangtze & Northern China Ports.

† Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, to Manila and Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers

between Hongkong and Manila. Saloon amply supplied with Electric Light—Perfect Cuisine—Surgeon and Stewards carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captains.	For	Sailing Dates.
YAFIRO	2540	Fraser	Manil	Sunday, Apr. 27, at Noon.
RUBI	2540	R. Almond	Manila	Sunday, May 4, at Noon.

For Freight or Passage, apply to

Shewan, Tomes & Co., General Managers.

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND CANAL.

(With Liberty to Call at the MALABAR COAST.)

TO SAIL.

For Freight and further information, apply to

SHEWAN, TOMES & CO., General Agents.

Shipping.

INGO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

For	STEAMERS	To SAIL.
SHANGHAI	CHONGSANG	THURSDAY, April 25, at 4 p.m.
MANILA	LOONGSANG	FRIDAY, April 26, at 4 p.m.
SINGAPORE, PENANG AND CALCUTTA	LAISANG	SATURDAY, April 27, at 8 p.m.
SHANGHAI	YATSHING	SATURDAY, April 27, at 4 p.m.

* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

* Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang, and Vancouver Ports.

* Taking Cargo on through Bills of Lading to Kuddat, Lahad Datt, Singapore, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., General Managers.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

For	STEAMERS	To SAIL.
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP AND HAMBURG	PRINZ NITEL FRIEDRICH, Capt. ...	WEDNESDAY, 8th May, at Noon.
SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA	BAVERN, Capt. P. Middelhoff	WEDNESDAY, 24th April, at 6 p.m.
MANILA, NEW-GUINEA, BRISBANE, SYDNEY AND MELBOURNE	MANILA, Capt. J. Minssen	THURSDAY, 25th April, at 6 p.m.
KUDAT AND SANDAKAN	BORNEO, Capt. F. Senthil	WEDNESDAY, 1st May, at 9 a.m.
YOKOHAMA AND KOBE	PRINZ WALDEMAR, Capt. W. von Senden	FRIDAY, 3rd May.

For further Particulars, apply to

Norddeutscher Lloyd, MELCHERS & CO., General Agents, Hongkong & China.

Hongkong, April 2, 1907.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOCHOW.

THE Company's Steamship

HATAN, Captain J. W. Evans, will be despatched for the above Ports on FRIDAY, the 26th inst., at 10 a.m.

For Freight or Passage, apply to

DOUGLAS, LAIRDAKE & Co., General Managers.

Hongkong, April 22, 1907.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

FUME AND TRIESTE Direct, Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID.

(Taking cargo at through rates to the Pacific, to SOUTH AMERICA, PERSIAN Gulf, Red Sea, Black Sea, Levant, Venice and Adriatic Ports).

THE Company's Steamship

PERNA, Captain BRILLET, will be despatched on above on FRIDAY, the 26th inst., p.m.

This Steamer has capital accommodation for passengers, Electric Light and carries a Doctor.

For information as to Passage & Freight, apply to

SANDER, WILDER & CO., Prince's Buildings.

Hongkong, April 3, 1907.

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, ADEN, DUBLIN, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship

VILLE DE LA CIOTAT, Captain COME, will be despatched for MARSEILLES on TUESDAY, the 30th April, 1907, at 1 p.m.

This Steamer connects at Colombo with the Australian line s.s. Armand, Bekin, bound for MARSEILLES, via BOMBAY and Aden.

Passage Tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next Sailings will be as follows:—

S.S. SALAZAR May 14, 1907.

S.S. TOULAN May 23, 1907.

S.S. OCEANIC June 11, 1907.

S.S. AUSTRALIAN June 25, 1907.

S.S. OLEORIAN July 9, 1907.

S.S. ENRIQUE SPAN July 23, 1907.

G. DE CHAMPEAUX, Agent.

Hongkong, April 18, 1907.

CHINA COMMERCIAL S.S. CO., LD.

NOTICE.

THE Steamship

CHONGSANG will be despatched for SALINA CRUZ, MEXICO, via MOJI, JAPAN, on SATURDAY, May 4th, 1907, at 6 p.m.

For Freight or Passage, apply to

CHINA COMMERCIAL S.S. CO., LD., Hotel Manion.

Hongkong, April 13, 1907.

Shipping.

IMPERIAL GERMAN MAIL LINE. NORDDEUTSCHER LLOYD. BREMEN.

FOR MANILA, FRIEDRICH WILHELMSHAFEN, SIMPSONHAFEN, SAMARAT, BRISBANE, SYDNEY AND MELBOURNE.

THE Steamship

MANILA, Captain Krieger, (Ready to load on the 23rd inst.), will leave for the above places on THURSDAY, the 25th inst., at 6 p.m.

For Freight or Passage apply to

NORDDEUTSCHER LLOYD, MELCHERS & CO., Agents.

Hongkong, April 23, 1907.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

TOULAN, Captain LACHON, will be despatched for the above ports on or about MONDAY, the 29th inst.

G. DE CHAMPEAUX, Agent.

Hongkong, April 23, 1907.

FOR

STRAITS, OCEAN, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

ARADIA, Captain A. L. VALENTIN, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 4th May, at Noon, taking Passengers

